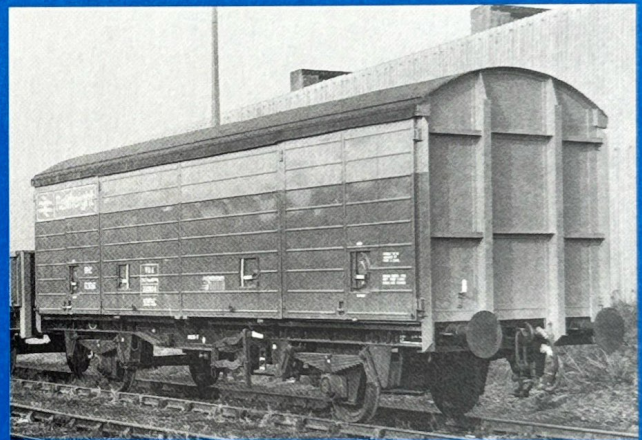
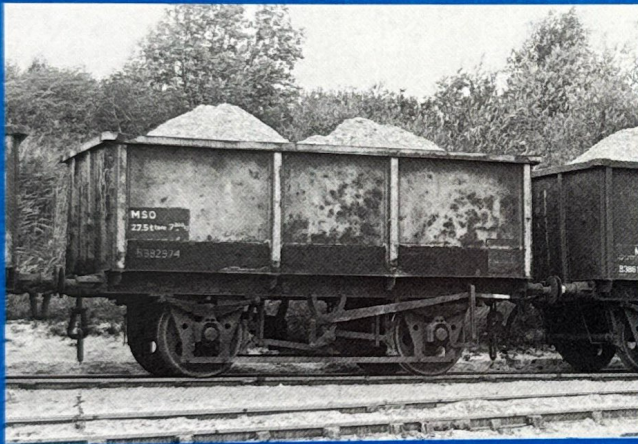


WORKING WAGONS

A Pictorial Review of Freight Stock
on the B.R. System.

Volume 3. 1980 -1984



by

David Larkin

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Working Wagons

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Volume 3. 1980 - 1984

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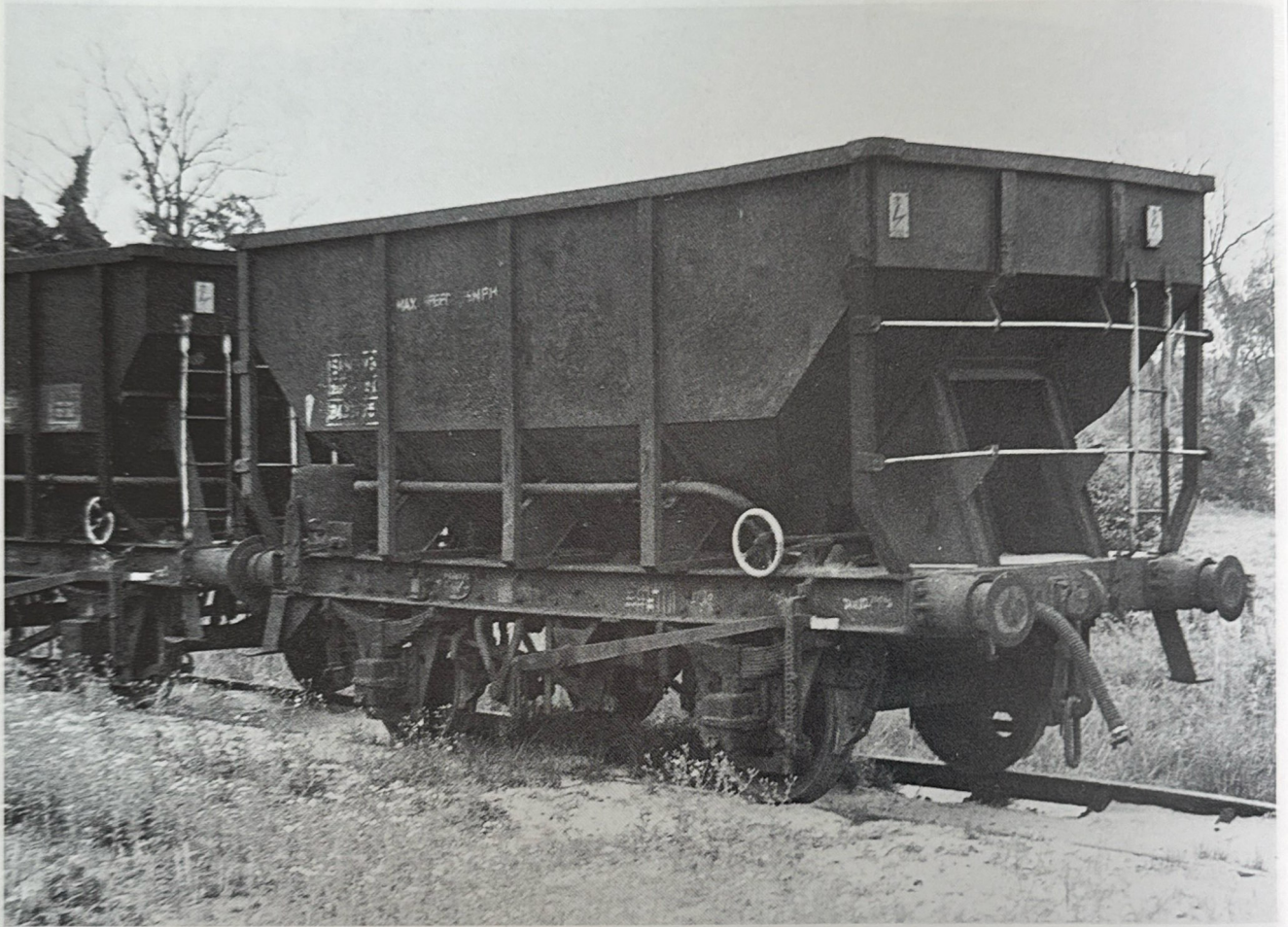
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Section 5. B.R. 25.5T Hoppers



B438775 (Taken at Middleton Towers, Summer 1980)

The 25.5T iron hopper fleet was rather complex in its variations. The one seen here (and B439758, opposite lower) was built as an unfitted vehicle and converted to vacuum braking for sand traffic in 1971. This example is in service from Middleton Towers and, unlike the iron ore tipplers seen in section 3, they probably had a long journey ahead. Livery is Freight Brown with black underframe and white lettering. The code is SAND VB. (Ref: W8624/DL)

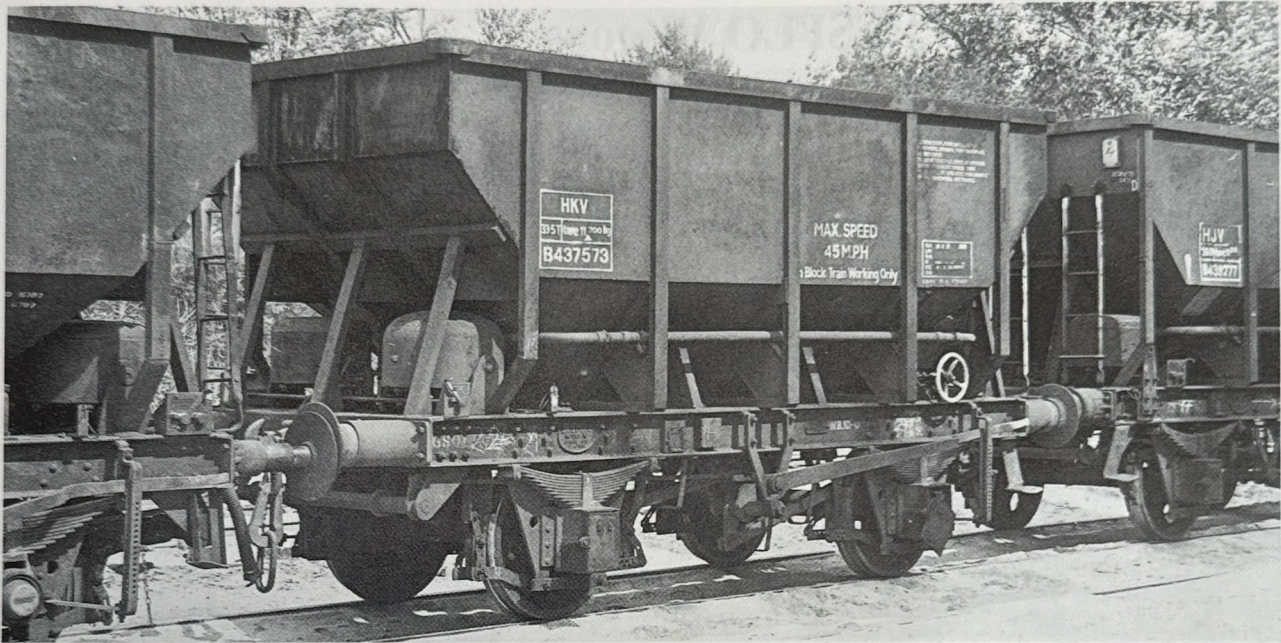
The 25.5T iron ore hopper wagons had been designed in the mid-1950s and remained fairly numerous at the start of the review period. First featured in Vol. 2, section 11, we return for a final look at the type before withdrawal, for, by 7/83, there were no HJOs, 235 HJVs and 580 HKVs.

The HJV fleet comprised several different variants. One of these, as illustrated above, had been converted as late as 1971. These vehicles were on sand traffic and Nos. were; B438000/5/19/53/5/62/95, B438149/56/61/8, B438230/99, B438320/7/44/78, B438413/37/60/2/77/96, B438507/8/96, B438637/49/71/3, B438721/9/31/43/75/87/93/6, B438800/3/4/12/29/31/5/74/5, B438910/57/61/74/80/7/95, B439010/8/28/47, B439102/29/36/63/6/98, B439225/54/69/77, B439322/52/3/8/61/2/4, B439416/35/48/54/63/73/4.

B437573 (opposite upper) was one of a batch built in 1957/58 with vacuum brakes for iron ore traffic and rated at 33.5T, thus becoming T.O.P.S. code HKV. These vehicles were Diagram 1/167 and numbers were B437500 to B437899.

Despite all the conversions, unfitted examples of the 25.5T iron ore hopper could still be seen (as opposite centre).

Finally B439758 (opposite lower) is an example of an unrecorded batch of vehicles converted for limestone traffic, others being B439717/59/81. Judging by the livery, these vehicles were converted post-1964 and may have been intended to replace some of the Diagram 1/165 vehicles numbered B439500 to B439699 (see Vol. 2, page 31). These had been up-rated to 33.5T for iron ore traffic of which six were in limestone traffic.



Above. **B437573** (Taken at Middleton Towers, Summer 1980)

The Diagram 1/167 vehicles had originally been used on iron ore traffic but had been transferred to sand traffic, either because of steel works closure or replacement by modern P.O. tippler wagons (see section 26). Livery is Freight Brown with black underframe and white lettering. (Ref: W8607/DL)



Centre. **B438044** (Taken at Stoke-on-Trent, Autumn 1980)

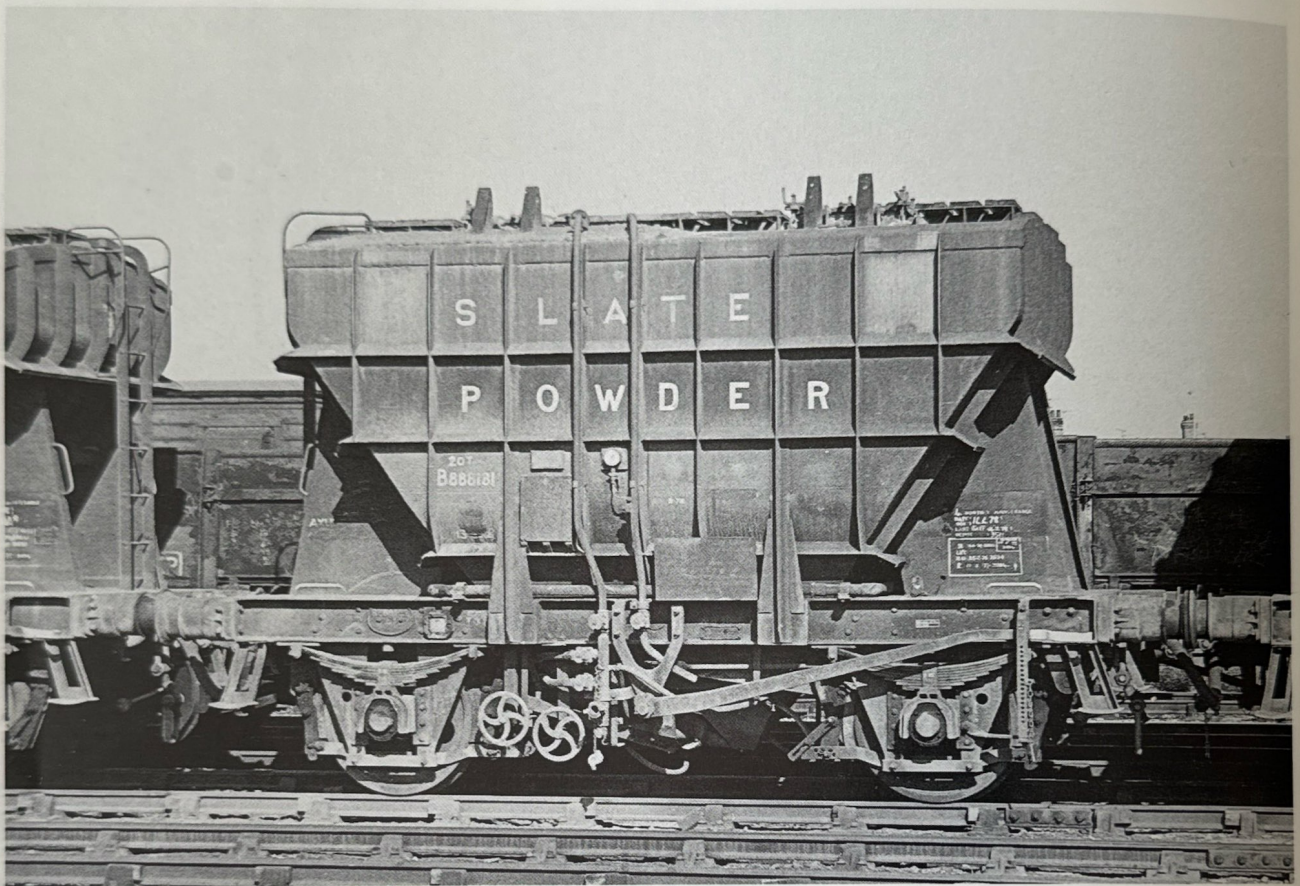
One of the first to be built, this 25.5T iron hopper is in original condition. These unfitted vehicles were operating out of Oakmoor sand quarry. Livery is Grey with black underframe and white lettering on black panels. Apart from the speed restriction and pool number, it remains in 1960s livery. (Ref: W8620/DL)



Right. **B439758** (Taken at Dewsnap Yard, Spring 1981)

The B.R. office dealing with rolling stock matters was pretty good at recording conversions in the 1960s, provided that they were informed. This limestone hopper does not appear in any records but, as detailed in the text, was not a one-off. Livery is Freight Brown with black underframe and white lettering. The sheet is grey and, judging by this and the location, it was still in limestone traffic. (Ref: W9332/DL)

Section 6. B.R. PRESFLO Wagons



B888181 (Taken at Peterborough, Summer 1980)

Some Presflos when first built were used on salt traffic but eventually ended their lives in fly ash traffic in the Peterborough area. However, being vacuum braked, they would not have worked with the genuine fly ash wagons of the CSA class which were air braked only. Nevertheless, there were enough of these vehicles to form a block train or two on their own. Livery was still I.C.I. Blue-Green and the location of the two I.C.I. symbols was in the light areas on the upper sides. Underframe was black and lettering white. Most carried the CPV T.O.P.S. code but unusually, this example doesn't. (Ref: W8344/DL)

Another group of vehicles for early withdrawal in the review period were the B.R. Presflo wagons. There were, however, 786 CPVs still in service in 7/83 and also 8 CPWs with ferry fittings for the old Fullers Earth traffic dating back to the 1950s.

In Vol. 2, page 32, an example plated RUGBY CEMENT was illustrated. Another, B873800, (opposite centre) is shown here and it gives a good view of the top and the vacuum cylinders.

Even the A.P.C.M. Co., despite their large fleet of company owned modern vehicles, continued to use some, as indicated by B873042 (opposite lower).

An interesting group of vehicles, not covered in this series so far, were the salt Presflo wagons. The I.C.I. company

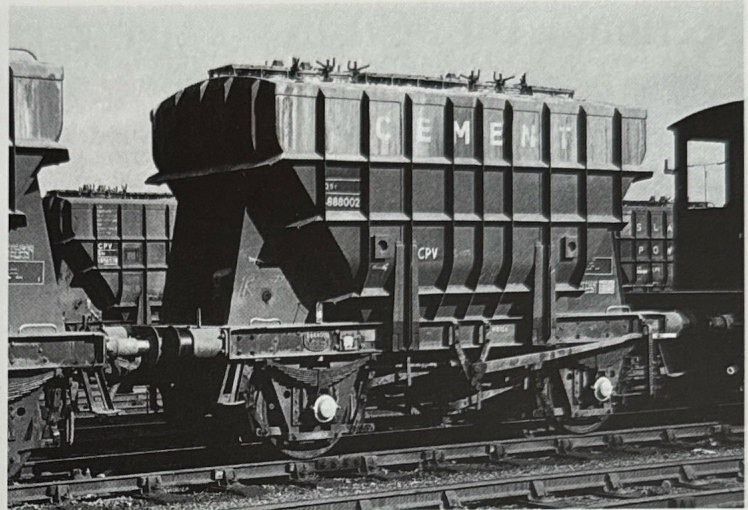
adopted this wagon type for its salt traffic and initially, vehicles selected at random were used. The first was B888002 (opposite upper) and this differed from the others, in that despite the lettering, it did not revert to cement traffic. Later vehicles in the range B888181 to B888200 were specially allocated to salt traffic and carried the special livery, as B888181 (above).

Later, the others passed into slate powder traffic from Wadebridge, at least by 1970 and possibly earlier. Nos. B888003/17/22/5/38/51/84/91, B888111/8/21/8/9/48/50/51/60/2/3/4 were used initially in this traffic before they too reverted to cement traffic.

By the review period, however, all these vehicles were to be found in fly ash traffic in the Peterborough area.

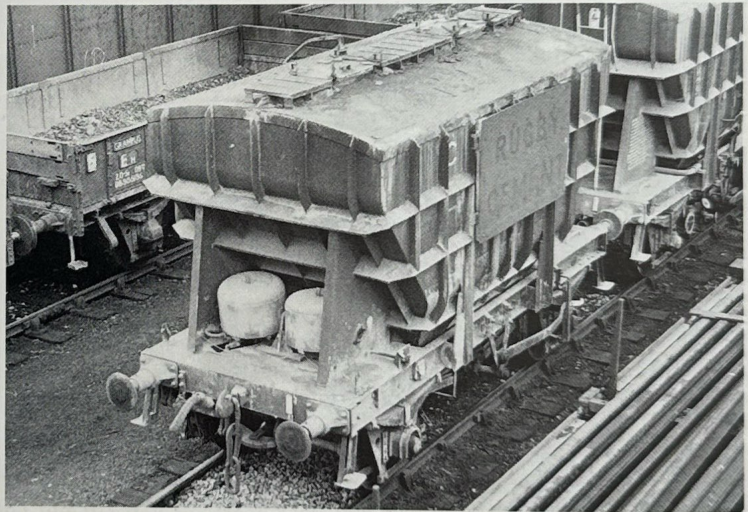
B888002 (Taken at Peterborough, Summer 1980)

As well as the vehicles opposite, there were other salt carrying vehicles around and, as they had differences in loading and discharge, they too ended up in the fly ash fleet. As far as is known, B888002 is the only one to have shaker pockets, the features on the lower side. Livery is Freight Brown with black underframe and white lettering. (Ref: W8335A/DL)



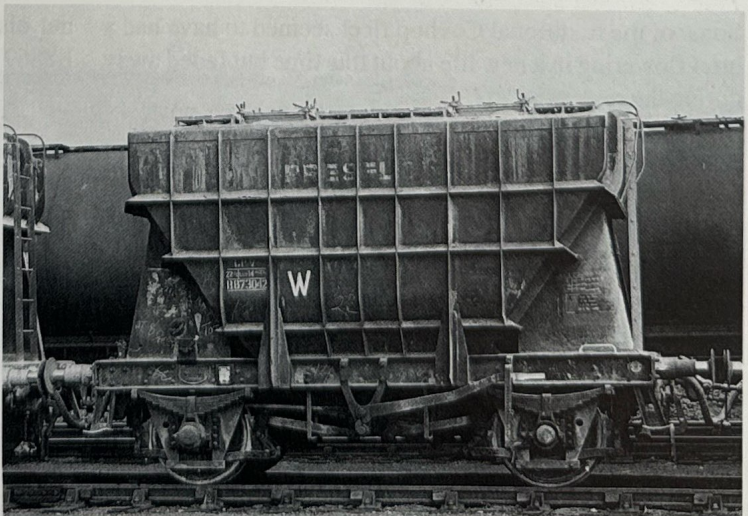
B873800 (Taken at Tonbridge, Spring 1980)

Buffers and the position and number of the vacuum brake cylinders differed from batch to batch. B873800 is one of the later vehicles, built in 1964. Livery is Freight Brown under the usual cement dust with black underframe and white lettering. Nameplate is black on orange and a clean example will be found in Vol. 2, page 32. (Ref: W8328/DL)

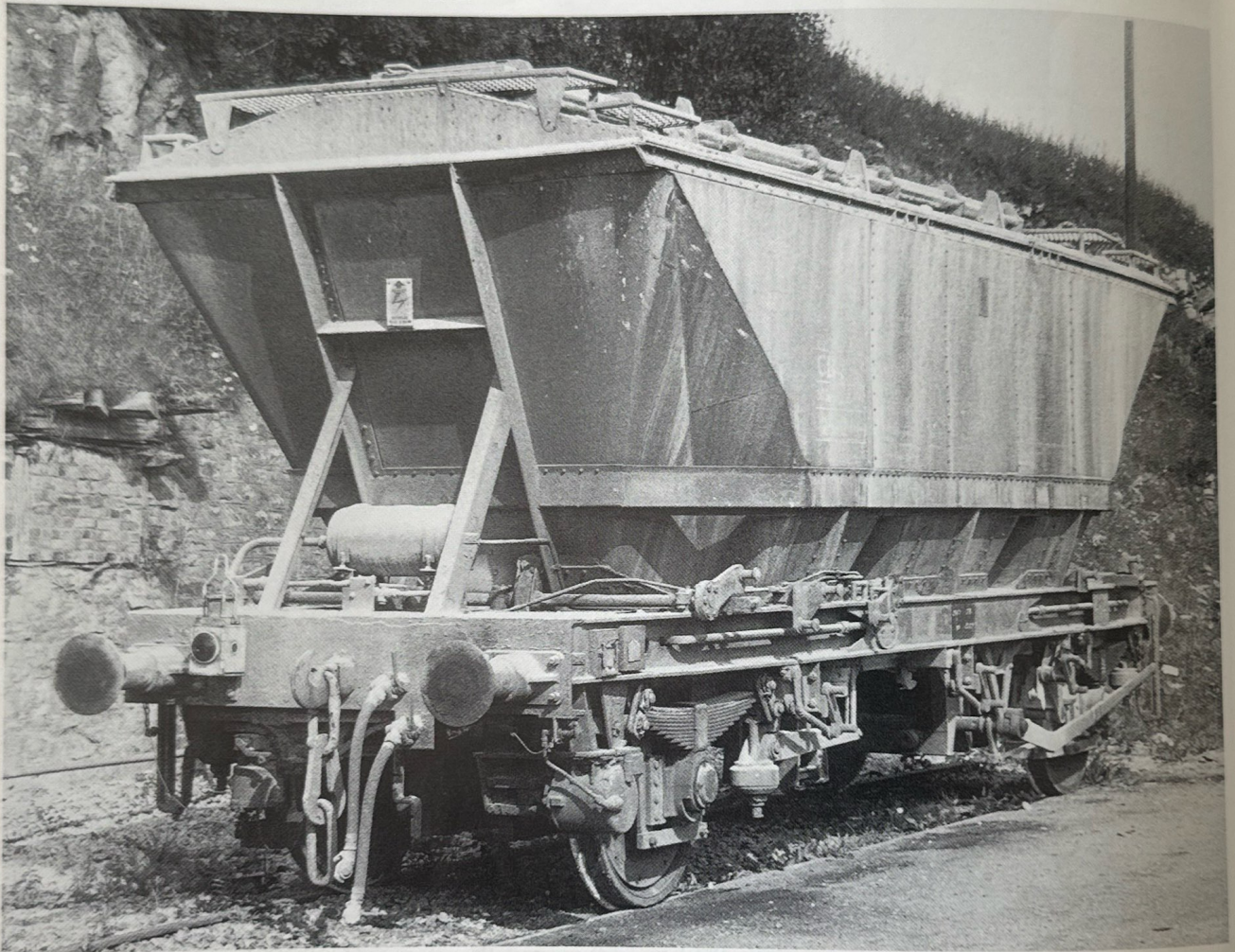


B873042 (Taken at Hoo Junction, Summer 1980)

B873042 was built in 1960 but appears to have the same characteristics as the one above. Although the A.P.C.M. allocated vehicles had originally carried plates, (see Vol. 1, page 31), the few still used during the review period did not. Livery is as above but, instead of a plate, there was a yellow W. This indicated 'Walcrete', a brand of cement manufactured by A.P.C.M. (Ref: W8318/DL)



Section 23. HAA Hoppers and Variants



250049 (Taken at Peak Forest, Summer 1982)

The home of the CBA hoppers was the Peak District of Derbyshire and this example is seen awaiting minor repairs. Compare this view with the one in Vol. 2, page 85, the opposite end of the vehicle is shown. In lime traffic the vehicles got very stained, as seen here. Livery is silver with Freight Brown bracing and black underworks. (Ref: W11495/DL)

The HAA merry-go-round coal hopper was one of the oldest air braked designs and a programme of body panel replacement began in the late 1970s. The rebodied vehicles could be identified by a row of bolts along the upper sides which were not found on original wagons. Less easy to spot was the lack of internal lateral braces at the top of the inside of the hopper. The original vehicles can be found in Vol. 2, pages 84 and 85.

The oldest vehicles were generally the first to be rebodied and 350054 (opposite upper) is one from the first batch built in 1965.

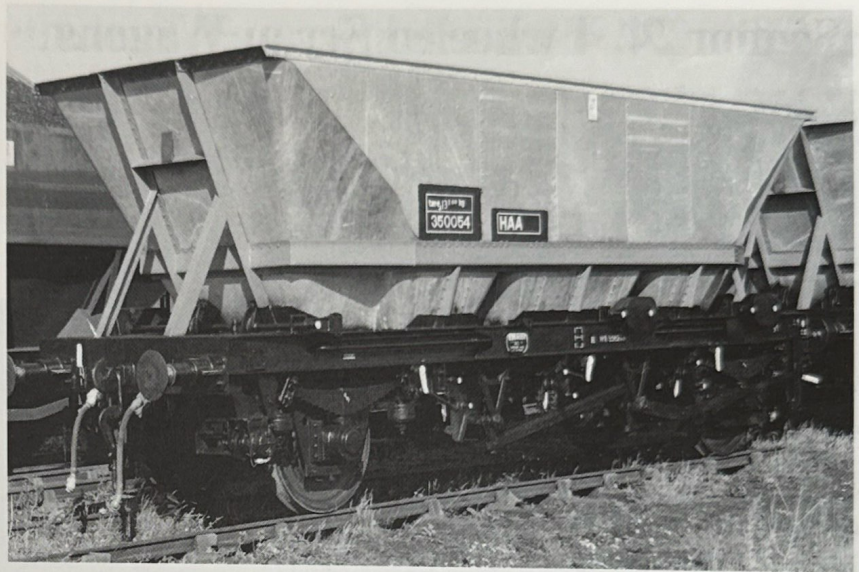
In addition to these, new vehicles began to appear at the start of the review period in 1980. These were numbered

365000 to 366129 and obviously had the row of bolts (mentioned above) from new. 365129 (opposite centre) is one of these.

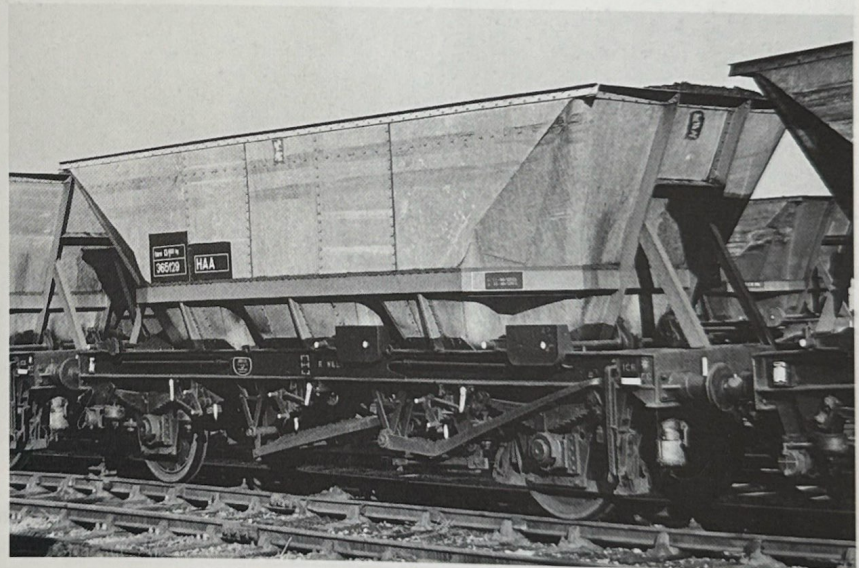
The HAA code was retained for all the above vehicles but a new variant for 60 mph running, the HDA, appeared in 1982. This group of vehicles can be identified by the cylinder on top of the buffer beam at one end of the vehicle, a feature seen on the right of 368106 (opposite lower). The HDA class was numbered 368000 to 368459.

The CBA class (above) was the only other variant around at the time of the review period. The CDA clay wagons and the other variations will be dealt with in Volume 4 of this series.

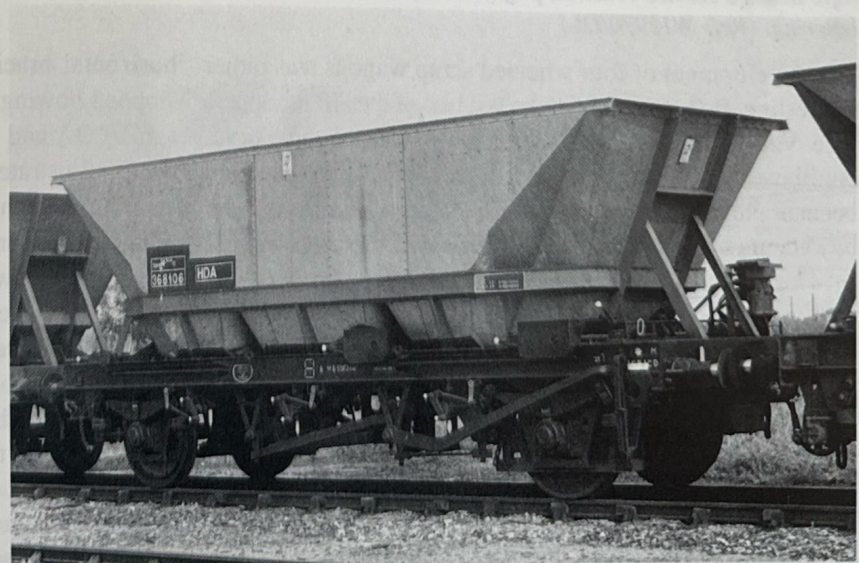
350054 (Taken at Hartlepool, Autumn 1981)
HAA vehicles were always very dirty, due in part to the rubber tired wheels which run along the bodysides in order to propel the vehicles through the loading plant. Thus, a shiny new vehicle always stood out in a train. Here two vehicles freshly out-shopped from BREL Shildon await their first load. The hopper sides are silver with the bracing in Flame Red, underworks are black and the lettering, white on black. (Ref: W8941/DL)



365129 (Taken at Worksop, Winter 1980)
Only the number range separates the rebodied stock from the new HAA fleet. As there was no space for a large batch at the end of the 35XXXX range, the new series commenced at 365000 and this is a fairly early vehicle from that batch. Livery is as above but the grime associated with the load is already apparent. (Ref: W8963/DL)



368106 (Taken at Hoo Junction, 1/8/82)
The HDA variant was introduced for higher speed running on longer workings. At least, when first delivered, the HDAs ran in train consists with HAAs, as seen here. Later they could be seen working in block formations made up of HDAs only. Livery is as above. (Ref: W11611/DL)



Section 27. Private Owner 4 wheeled Hoppers



PR8209 (Taken at Northwich, 14/2/82)

This design was one of the earliest to appear, being built by Standard Wagon Ltd. in 1971. Thus it was fitted with early pattern springs. Initially used by BP Chemicals on salt traffic, they had curved ends and ladders to suit, allowing staff to sheet the load. Livery is light grey with usual symbols. (Ref: W10521/DL)

Many of the four wheeled open hopper designs built for private owners were very distinctive in shape.

PR8209 (above) is one of a batch built by Standard Wagon Ltd. for salt traffic. The batch was PR8201 to PR8255, the T.O.P.S. code PGA and design code PG002D. Such traffic is very hard on wagons dedicated to it and the survivors were out of use some 10 years later. They would be refurbished, given modern springs and would pass into aggregate traffic.

BSTE18005 (opposite upper) was built by the same manufacturer but some four years later, in 1975. Designed to carry limestone from Redmire quarry to Lackenby steel works, Tees-side, there was obviously no perceived need for staff to climb on the wagons, as no ladders are fitted. The batch was numbered BSTE18000 to BSTE18114 with T.O.P.S. code PGA and design code PG010A. Surplus

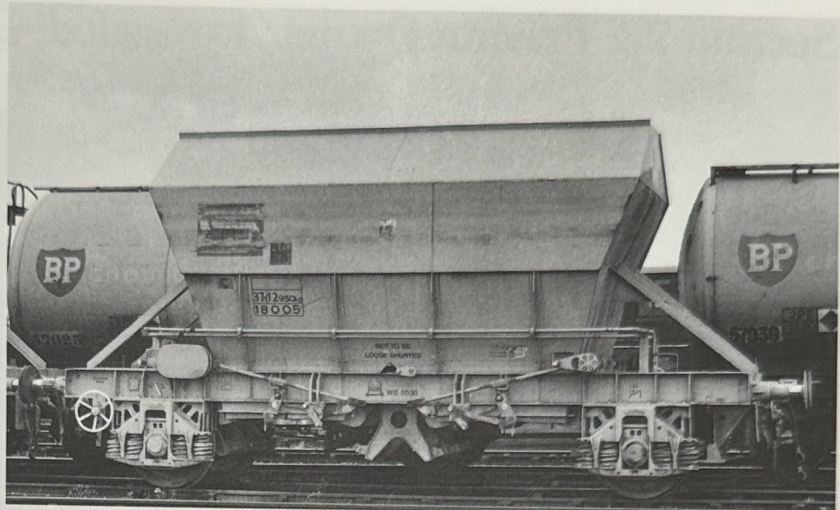
vehicles passed to wagon hirers in due course and were fitted with ladders, (see Vol. 4 of this series).

TAMC14861 (opposite centre) is contemporary with, but slightly older than, the aggregate hoppers found in Vol. 2, pages 54 and 55. Builder in this case was Procor Ltd. in 1979/80 and the batch was numbered TAMC14840 to TAMC14870. Design code was PG016G. As a lighter design, they have shields inside the ladders to protect the air brake equipment.

Finally, RLS6307 (opposite lower) has been included here, although its categorisation is difficult, since it is not a true 'hopper'. A box body with roller roof was fitted onto a chassis recovered from the ex-A.P.C.M. van fleet (see Vol.1, page 33). The batch of vehicles were coded PRA, design code PR001A, and numbered RLS6303 to RLS6316. They carried china clay from Cornwall to Scotland.

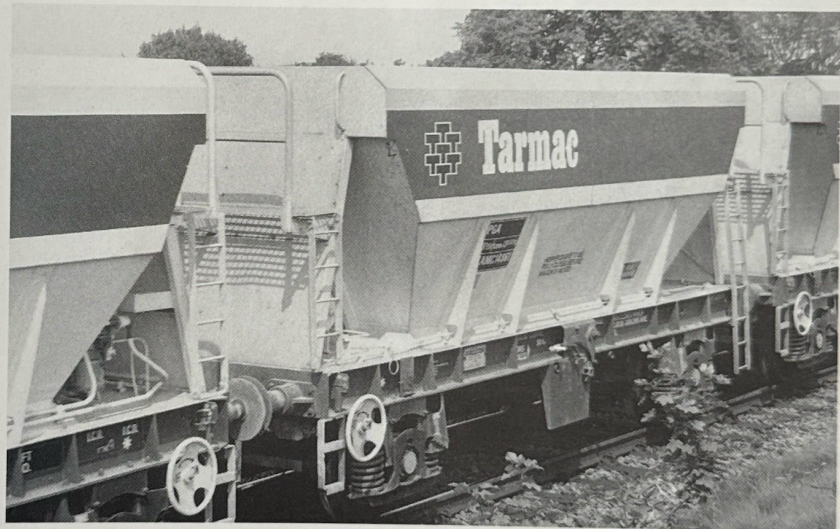
BSTE18005 (Taken at Tees Yard, Spr. 1981)

This design of limestone hopper was built with a specific traffic on a specific route in mind, namely Redmire Quarry to Tees-side. Consequently they were not fitted with ladders as they were not deemed necessary for the job. They were also built for automatic discharge. Livery was light grey overall with red symbol and black lettering. (Ref: W10606/DL)



TAMC14861 (Taken at Brixton, Spr. 1980)

The condition of aggregate hoppers was usually pretty rough after only a short time in service. Tarmac, however, did seem to keep their wagons in fairly smart condition. Livery is white with green band and black or white lettering. The underworks are black. (Ref: W10963/DL)



RLS6307 (Taken at Tiverton Junction, 19/3/83)

These rebuilds were a very curious design. They reused a 1960s chassis with original springing but were given air brakes, T.O.P.S. code being PRA. In the event not all were fully converted, and some had the basic box without ladders and roof (see Vol. 4). Livery was unusual also, the body being pale green with red roller roof. Underworks were black. (Ref: W12948/DL)



Section 28. Private Owner 4 wheeled Covhops



BIS7831 (Taken at Castleton, 13/11/83)

Seen on delivery from Standard Wagon Ltd., Heywood, BIS7831 is one of the second type of PAA operated by British Industrial Sand from the Kings Lynn area. Livery is white with orange symbol and stripe and black name. Underworks are also black. (Ref: W13508/DL)

The stock working out of Middleton Towers which was examined in Sections 3, 5 and 7 was all elderly and, more to the point, not air braked. They were replaced by modern stock such as BIS7831 (above). This vehicle was part of the batch built in 1983 by Standard Wagon Ltd. Numbers were BIS7825 to BIS7844, T.O.P.S. code PAA and design code PA012A. The others were numbered between BIS7950 to BIS7989 and most were built by W. H. Davis Ltd.

TRL12800 (opposite upper) is one of a small batch of china clay covhops which worked between Cornwall and Central Scotland. This was another Standard Wagon Ltd. design, built in 1982 to design code PA010A. The batch was numbered TRL12800 to TRL12807.

During the early 1980s, Britain's nationalised steel works were closing and stock ordered to replace older B.R. stock had a remarkably short life. BSRV12569 (opposite centre) is one of the batch BSRV12500 to BSRV12599 which were jointly built by Procor, Wakefield and BREL Shildon in 1979.

Being able to carry loads not affected by water, the roof could be left open and they were coded PGA rather than PAA. The example shown was one of a long line of stored wagons in 1984 and they were rebuilt in the same year as POA scrap wagons (see section 24).

Standard Wagon Ltd. were the builders of STET18715 (opposite lower) which was one of the batch STET18700 to STET18729. Built in 1981, these vehicles carried lime and thus always ran with the roof closed. T.O.P.S. code was PAA and design code was PA011A. This class were very similar to the BIS and BSRV wagons but the side plates for shunting purposes gave them a different look.

Of these covhop types, the Tullis Russell ones were to a special design because of tight curves at their destination and also because of the load, china clay. The others all have a strong family resemblance and it is rather surprising that the BSRV wagons did not apparently see any further main line use.

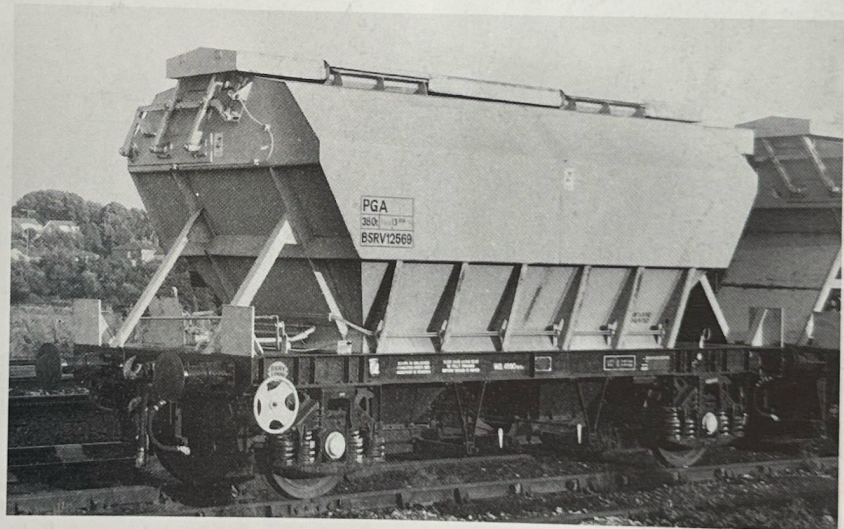
TRL12800 (Taken at Tiverton Junction, 19/3/83)

Operating between Cornwall and Markinch, Fife, these hoppers would have used the West Coast Main Line, usually in ones and twos. Livery is blue with blue name on white panel and black and maroon TRL symbol on yellow panel. Underworks was black. They soon got very stained with china clay, however, and often looked rather scruffy. (Ref: W12947/DL)



BSRV12569 (Taken at Castleton, 14/8/84)

These hoppers were dual purpose, designed to carry iron ore pellets from Glasgow Docks and limestone from Hardendale Quarries, Shap, to the now closed steel works at Ravenscraig. They were little used on these duties, apparently. Livery was light grey with black lettering and underworks. (Ref: W13334/DL).



STET18715 (Taken at Dewsnap Yard, Spring 1981)

Seen soon after delivery by the builders, this design was rather more rounded at the top than the others. The traffic was lime from Ferryhill, Co. Durham to Hartlepool and livery was off-white with black underworks. The nameplate was black on white. The large side plates very soon became soiled with horizontal black marks from the rubber wheels used to propel the vehicle through the loading plant. (Ref: W10602/DL)



Section 29. Private Owner Bogie Covhops (1)



RLS11803 (Taken at Standard Wagon, Heywood, 22/5/82)

As well as vehicles to carry powdered cement, some companies also required wagons to carry cement clinker. Clyde Cement operated from the Clitheroe, Lancs. works to Coatbridge, Scotland. Livery is light grey with blue and turquoise stripes and black CLYDE CEMENT. Solebar and bogies were also black. (Ref: W11549/DL)

The 1980s saw many new bogie covhop designs in operation, although some were rather short lived.

Clyde Cement was a new name which flourished briefly between Lancashire and Scotland. RLS11800 to RLS11814 were bogie clinker hoppers built in 1982 by Standard Wagon, where RLS11803 (above) is seen. Classified PBA, they had been de-roofed by 1990 and were re-classified PHA with a new design code of PH011A.

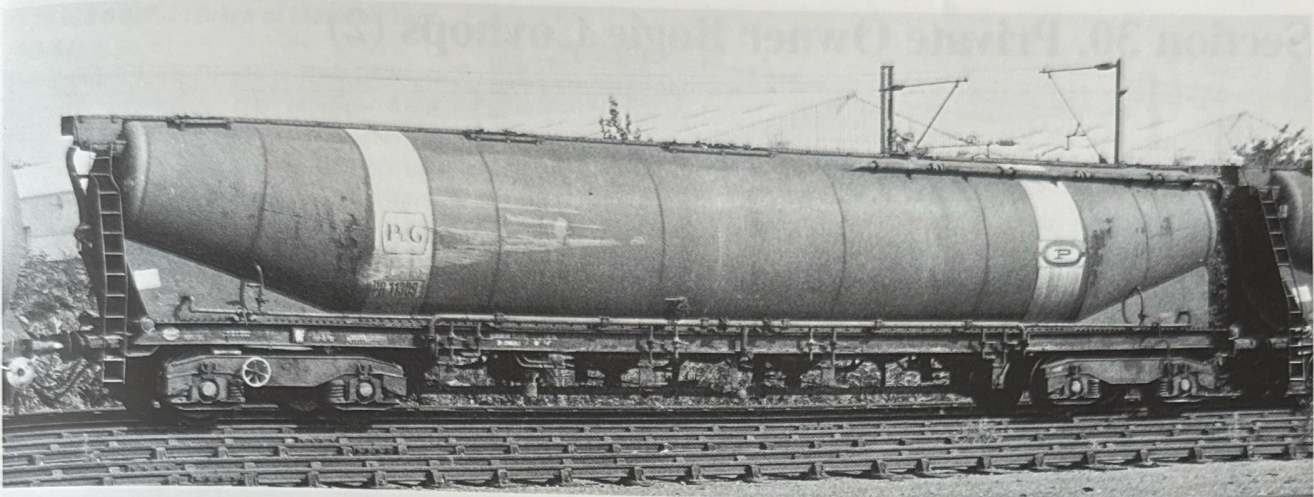
PR11309 (opposite upper) was built in 1972 by Charles Roberts Ltd. for tripolyphosphate traffic between Whitehaven and West Thurrock. They were still in this traffic during the review period but would soon pass on to other duties with a new livery. The batch was numbered PR11300 to PR11312, T.O.P.S. code was PBA and design code PB002A.

Rather more restricted in geographical territory were the potash wagons operating between Boulby Mine and Tees Docks with export traffic. STS11434 (opposite centre) was built in 1974 by Charles Roberts Ltd. as part of the batch STS11401 to STS11434. T.O.P.S. code was PBA and design code PB001B.

To replace older traditional stock on china clay traffic between Cornwall and the Potteries, French-built bogie hoppers, such as TRL11617, were delivered in 1982. The batch was TRL11600 to TRL11634, T.O.P.S. code, once again PBA and design code PB003A.

All the above hoppers were built for specific duties but, with the exception of the potash hoppers, could be seen running in ones and twos on SPEEDLINK services rather than in block trains.

Private Owner Bogie Covhops (1)



Above. **PR11309** (Taken at West Thurrock, Autumn 1980)

The bogie triphosphate hoppers hired by Proctor and Gamble represented one of the earlier bogie Covhop designs. At the time they were photographed they were due to be replaced by other vehicles on this traffic, only to re-emerge in the next review period (see Vol. 4). Livery was a very pale green, lettering was in black with black underframe.

(Ref: W10598/DL)

Centre. **STS11434** (Taken at Tees Yard, Spring 1981)

Probably having recently been overhauled at BREL Shildon, two potash covhops await return to Boulby mines. Livery is dark green with white name and side symbols, including the STS name. The second vehicle also has an orange stripe along the solebar.

(Ref: W10605/DL)



Right. **TRL11617** (Taken at Tiverton Junction, 19/3/83)

Seen recessed awaiting a path north, this SPEEDLINK train included three of these very distinctive wagons, as well as some of the PRAs seen on the previous page. Livery is white with blue stripe and main name. TIGER is in the usual black and yellow. Bogies and solebar are black, although the latter is well weathered with clay.

(Ref: W12944/DL)

